



TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, August 3, 2005 - 6:00 pm

San Bruno City Hall
567 El Camino Real
San Bruno, CA 94066

MINUTES

1. ADMINISTRATIVE ACTIONS -

A. ROLL CALL

<u>TSPC Members:</u>	<u>Present</u>	<u>Absent</u>
(Chair) Sol Weiner	X	
(Vice-Chair) John Giuseponi		X
Peter Jalilie	X	
Doris Maez	X	
Stephen Pieraldi	X	

Staff in Attendance:

Merrill Buck, Public Works Department
Scott Munns, Public Works Department
Marc Catalano, Police Department
Jennifer Shapona, Public Works Secretary

Public in Attendance:

See attached "Sign-in Sheet"

2. APPROVAL OF MINUTES

Minutes were approved for the June 1, 2005 meeting. The motion to approve the minutes was presented by Peter Jalilie, seconded by Doris Maez. (M/Jalilie, S/Maez: 4-0-0) Approved.

3. COMMUNICATIONS FROM CITY COUNCIL

None

4. OLD BUSINESS

Merrill Buck stated a questionnaire was mailed out to the residents on the 100 and 200 block of Cypress Avenue to follow up on a previous request made by the residents to find a way to slow traffic speed and enhance safety on their street. The goal of the questionnaire was to gather specific data to determine if they were for or against installing speed humps or if there was a preference for a one-way

street designation instead. Merrill Buck introduced the option of lane lines that would define a ten-foot centerline down the middle of Cypress and create a one-way street with these lines. He stated it should slow people down. The results of the survey are attached and show the residents prefer the speed humps versus a one-way street designation 21 to 13. Merrill Buck stated that if speed humps were approved by the City Council and installed, their formal design would be based on the engineering department field study as to where the speed humps would be located. Sixteen respondents on the questionnaire were for the installation of more than two speed humps, but he was not certain if a third speed bump would be a good traffic calming measure. Adding another speed hump would end up placing the speed humps too close to the intersections. 18 residents responded they would support a one-way street and 16 said they would not. The Public Works Department mailed the questionnaire to 65 homes and we received 38 responses. The City received responses from approximately 50% of the residents, which means City staff will have to go door to door along the 100 and 200 block of Cypress for responses from the remainder of the residents.

Doris Maez asked if speed humps intrude in the parking area or do they end before? Merrill Buck responded that the humps go all the way to the curb. Doris confirmed that a car could still park on the street at the speed hump location.

Peter Jalilie commented that we should go door to door to be fully effective. Merrill Buck stated he could have City staff do this. Sol Weiner offered the services of the TSPC Committee members to assist with this. Scott Munns concurred that this was a good idea, especially to bring a majority vote before the City Council.

Stephen Pieraldi stated the drawing submitted shows the speed humps fairly well placed. When you get to San Felipe where the hill is, one of the resident's comments was that drivers will accelerate on a hill and there is a school there. Is it possible to move the hump to a site before the hill? Merrill Buck stated we could look into centerline striping before the hill.

Sol Weiner stated he supports the one-way street designation due to the dangers of two cars traveling in opposite directions, as the street is too narrow and people open car doors and travel too fast when trying to pass each other.

PUBLIC COMMENT PERIOD OPENED

Ron Tolentino, 100 block of Cypress, wanted to thank the committee for their work. The latest proposal of a one-way street sounds like a simple and effective way to slow people down.

Mae Stiff, 205 Cypress Ave., asked about making the street a one-way and installing the speed humps. Merrill Buck responded that the City has to balance each neighborhood's needs and doing both may be redundant.

Charles Cormany, 241 Cypress Ave., thinks the proposal for a one-way street designation and striping is a good idea. He is concerned about creating a one-way street at the San Felipe STOP sign. If drivers know there is no cross traffic, they won't stop at all. He's not convinced the striping will truly make a difference, as his parked car was just hit by another car. He thinks the speed humps are a better solution for slowing people down.

Steve Keneally, 222 Cypress Ave., stated that a one-way street would just make people drive faster. He was parked on the curb and lost another mirror off his car last week. He would like speed humps.

Resident, 207 Cypress Ave., stated that last year a car on Cypress was totaled in a hit and run. Speed is the main issue. She thinks speed humps are the best option for slowing down vehicles.

John O'Shaunessy, 215 Cypress Ave., moved to San Bruno in April. He thinks drivers may speed up from hump to hump. He asked why the one-way street designation is northbound and Merrill Buck responded that a lot of the drivers from adjacent streets will use Cypress because the streets of Crystal Springs and Cypress Ave. offer a four-way STOP as a traffic break. If that option were taken away,

then there would be no traffic break. John asked what the impact on the other streets would be and if there are any examples of this recommended striping elsewhere in the City? Merrill responded that the surrounding streets will probably see some more traffic and that there are no other areas in San Bruno with similar striping at this time. Scott Munns commented that the residential streets behind Hillsdale Mall in San Mateo would show an example of the striping.

Ernie Padillo, 132 Cypress Ave., believes the one-way street is a good solution for the volume of traffic but speed bumps are better for slowing people down. He would prefer speed bumps, as long as it slows people down and protects the children.

Ron Tolentino, resident on Cypress Ave., wanted to request a breakdown of the responses between the 100 and 200 block of Cypress to clarify how each block feels. Merrill Buck responded that this could be done but it may take more time than one meeting would allow.

Charles Cormany, 241 Cypress Ave., asked if there was any statistical information to support the decision for a one-way street versus the speed humps? Merrill Buck responded that staff would need to do a post-analysis of the specific situation on Cypress. Typically a one-way street cuts down about half the traffic and speed humps really need a post-implementation analysis to see what the effect really is, but in general there will be fewer cars because they will be forced to slow down.

PUBLIC COMMENT PERIOD CLOSED

Doris Maez stated a concern about the school year starting before this project is going to be completed. Stephen Pieraldi replied that there isn't really a way to get around that. It will still need to go to the City Council and then go out to bid. Doris Maez asked if the actual work would be done internally by City staff or by an outside contractor? Merrill Buck responded that the speed humps could be done internally but the striping may be contracted out to bid.

Peter Jalilie stated many people were worried about permit parking when that issue was presented to the City this past year, but the TSPC clearly defined and created a criteria, so the issue on Cypress should be handled the same way. Not every street in San Bruno would need traffic calming; the needs of each street should be tailor fit and reviewed. Peter felt that a one-way might divert traffic more than having a calming effect and that the speed humps will do more for slowing down the traffic.

Stephen Pieraldi wanted to clarify that the Committee took the issue of Cypress Avenue on because the street is below standard in width and is in a unique situation in San Bruno.

Sol Weiner stated he'd like to table the Cypress Avenue traffic calming issue so the Committee has time to go door-to-door and gather the additional information to take action at the meeting next month.

Stephen Pieraldi made a motion to table the Cypress Ave. speed issue to the September meeting and Peter Jalilie seconded it. (M/Pieraldi, S/Jalilie: 4-0-0) Approved.

5. NEW BUSINESS

A. (Heard last on the agenda) Merrill Buck received a letter from the Parks and Recreation Director asking the TSPC to consider ways to slow the vehicles and enhance pedestrian safety on City Park Way. City staff took the initiative to install pedestrian paddles and will follow up with enhanced center crosswalk bars. We have also done the same treatment on the road that goes to Beckner Shelter. This will enhance pedestrian safety. We have scheduled Crystal Springs Road for resurfacing next spring and will introduce diagonal parking past Donner Street, which will provide additional parking.

Stephen Pieraldi asked if the street is Park Department property? Merrill Buck responded that it is a City street.

Stephen Pieraldi stated the water flow issue takes up so much of the parking during the winter months because it makes certain spaces unavailable due to the level of water there. Merrill Buck responded

that the City Manager has raised that issue and it has been introduced as an unfunded project to run the drain underground. We can now look for opportunities to get grant money for the project.

Stephen Pieraldi asked if we could impress our support for this unfunded project and send the communication to other committees in San Bruno for their support so when it goes before the City Council it has some backing? Scott Munns responded that those are both appropriate actions for the TSPC to take. The staff has the time to bring this forward for inclusion in the CIP packet. The Committee can weigh in on any traffic impact item. As far as communication with other committees, Scott Munns can make a recommendation to another committee or department director for the TSPC.

Peter Jalilie stated with Tanforan opening, he was hoping there would be more income for the City and that the Committee could present some future ideas for the Council to be aware of where the TSPC Committee's priorities lie.

Stephen Pieraldi stated the TSPC would like to send a letter requesting support from other City committees for the unfunded project of running the drain through City Park underground. Scott Munns stated City staff would do this.

B. Motion to hear 5.B before 5.A requested by Sol Weiner and seconded by Doris Maez. (M/Weiner, S/Maez: 4-0-0) Approved.

Merrill Buck introduced a request for installation of a STOP sign at the corner of Colby Way and Highland Drive by Herbert and Janice Mariano and a request by Mike McQuade for STOP signs at Madera and Colby Ways and Colby Way and Highland Drive. Merrill Buck stated these locations are classic "T" intersections without the accident frequency to support installation of STOP signs. City staff reviewed the request to help establish right-of-way and recommends the installation.

Doris Maez stated it didn't look like it is subject to Skyline College traffic. In the Fleetwood area, 9 out of 10 cars don't stop at all. Most are people trying to avoid traffic on 280.

Peter Jalilie confirmed the importance of installing the STOP signs for both safety and enforcement issues.

PUBLIC COMMENT PERIOD OPENED

Linda Petroky, resident on Madera, stated she has had a lot of near misses on Colby and there is a problem on that corner with people parking there and creating a blind spot. She would like to see the corner made into a red zone. But many residents fly down the hill. Merrill Buck responded that City staff could look at site issues at the location.

Mike McQuade, 3941 Colby Way, stated he almost had a head on collision at the corner. People drive very fast and it is on a severe grade. There has to be accident prevention. There is also low police patrol in the area, which makes enforcement hard. There is also very poor visibility when the fog comes in. Speed bumps would be a good addition.

PUBLIC COMMENT PERIOD CLOSED

Scott Munns stated concern about there being no visibility at the corner, as the STOP sign could not be seen. Scott Munns responded that painting the curb red in front of the STOP sign would improve visibility of the installed STOP sign.

Merrill Buck recommended painting the STOP line to the center of the road to help drivers comply with the street division. You could also paint a centerline divide adjacent to the STOP sign for 50 feet or so to help carve out the street.

Doris Maez asked if the affected property owners would be notified? Merrill Buck responded that they would be notified for the next City Council meeting. Scott Munns stated City staff would have an

opportunity to show the layout by the next TSPC meeting because the next City Council meeting was cancelled.

Motion to approve installation of STOP signs as requested by Stephen Pieraldi, seconded by Peter Jalilie. (M/Pieraldi, S/Jalilie: 4-0-0) Approved.

C. (Moved up to be heard first) Merrill Buck introduced the request by Crossroads Christian Center to consider solutions to prevent vehicles from parking on the sidewalk near their location on San Bruno between Huntington and El Camino Real. Due to his employment at Crossroads, Peter Jalilie abstained from Committee participation for this issue. Merrill Buck stated the possible options for a solution as follows:

1. There is no formal stripe that designates the parking area at this location. The distance from the curb to the lane line is 17 feet. The City could delineate a parking line 4 inches wide and increase the parking lane width from 7 feet to 7 1/2 feet; 10 1/2 foot width for the inside lane and 10 feet for the outside lane. This is the preferred recommendation by City staff.
2. Eliminate the parking along San Bruno Avenue. Bicycle lane lines would be striped similar to lane lines and this would give more space for the centerline stripe. This would reduce the potential for head-on collisions. Taking away parking may create a problem for the businesses in the area.
3. Eliminate one direction of travel at each intersection and create left turn pockets at the intersections. This is not really feasible, as there are about 20,000 vehicles per day traveling this route. People would start looking at alternate routes. Doris Maez commented that St. Bruno's Church has a very large overflow on Sundays.

Scott Munns asked Marc Catalano if the Police Department has a lot of rear ends in this location due to the lack of left turn lanes designated. Marc responded the majority of the accidents at this location are pedestrian right of way violations and cross traffic accidents traveling north and south across San Bruno Avenue. There are not very many rear end accidents.

PUBLIC COMMENT PERIOD OPENED

Eileen Reimonenq, store manager for Rolling Pin Donuts, 429 San Bruno Ave., stated her business needs parking. The idea of putting bicycle lanes in front of her store is ridiculous. The City installed parking poles close to the curb so the trucks could not come up onto the sidewalk. Her business also gets a lot of foot traffic. A STOP sign on San Bruno Avenue at Easton would make it safer for people to cross. Stephen Pieraldi responded that the City would not be taking away parking, merely delineating legitimate spaces if the Committee accepts Option 1. Merrill Buck commented that a 4" white stripe would run all the way down the street to formalize the parking with Option 1, and stated Options 2 and 3 were not realistic for the area.

Joseph de Lew, laundromat owner on San Mateo Ave., stated he used to park on the curb before the poles were installed because vehicles travel so fast on San Mateo Avenue. He thinks the best solution is to shrink the sidewalks or put in cutouts. He does not believe painting lines for parking will do anything. It is a speed issue and a safety issue. Merrill Buck responded that cutting the sidewalks would be a good solution but it is cost prohibitive.

Business owner, funeral home on San Mateo Ave., stated he does not agree with parking on the sidewalks. It is a litigation issue and a safety issue. The Police Department has been very good about enforcement, but it needs to be stricter. The City cannot expect a property owner to carry the liability for someone falling on a broken sidewalk if the damage is due to people parking illegally on the sidewalk. We do need designated parking lanes in concert with strict enforcement by Police. Doris Maez agreed that enforcement is an issue and does not think shrinking the sidewalks is a good idea.

The funeral home owner asked how much Option 1 would cost? Scott Munns responded that the circumstances on San Mateo Avenue are that there are no lane lines left, so included in the City operations budget was funding for striping the street before winter. Sol Weiner asked if there was a cost increase to stripe the parking strips if the City is striping anyway? Scott Munns responded there would be some incremental cost changes. He recommended thinking about it not as formalizing a parking lane but delineating a lane location on the street.

One resident asked why not just lower the speed limit and continue police enforcement? Merrill Buck commented that with traffic calming issues it is usually more effective to combine elements such as police enforcement with striping and signage.

Marc Catalano stated the issue that was brought to the Police Department was the complaint that the majority of the parking on sidewalks is done at night, which has no parking enforcement personnel on duty.

Peter Jalilie, Crossroads Christian Center, stated he has taken pictures of cars completely covering the sidewalk in front of the church. The recently paved portions of the sidewalk, which were paid for by Crossroads Christian Center and the funeral home, are already cracked from the vehicles parking on the sidewalk. Every month he receives feedback from parishioners about how unsafe it is to try and cross the street there.

Merrill Buck stated the City is currently in the process of reviewing traffic counts. The main problem is that people drive too fast. A STOP sign at San Bruno Avenue and Easton would be good.

Resident, funeral home owner, stated the sidewalk problem is not going to be solved by painting the delineated parking lines on the street. We need more officers for enforcement. Marc Catalano stated there is a beat officer at night, but no meter maids to enforce parking.

PUBLIC COMMENT PERIOD CLOSED

Stephen Pieraldi entered a motion to accept Option 1 to re-stripe San Bruno Avenue with modifications to the dimensions by the City Engineer, Merrill Buck. Stephen Pieraldi clarified that residents can still submit other ideas about STOP signs, safety lights or other issues at this location and encouraged residents to do so for review at a future meeting. Seconded by Doris Maez. (M/Pieraldi, S/Maez: 4-0-0) Approved.

6. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None

7. REPORT ON ALL STAFF-LEVEL TRAFFIC RELATED ISSUES OR ACTIONS -

A. Scott Munns commented that making San Bruno Avenue safer would not necessarily mean more STOP signs or streetlights, but flashing LED pedestrian activated crossing devices have been effective in the crosswalks and the streetlights. On a busy street like San Bruno Avenue, it would be an important item to look at for long-term pedestrian safety. The train station is moving to San Bruno Avenue and there will be more pedestrian traffic coming with that.

Merrill Buck stated that a lot of the San Bruno Avenue crosswalks are double and can be confusing to drivers, so with the re-paving of this street it should be restricted to a single crosswalk to avoid this. Scott Munns agreed with Merrill's recommendation.

Stephen Pieraldi stated that 4th Avenue has been very successful in their safety improvement and has already had reductions in accidents.

Peter Jalilie stated the number one problem with accidents in this area is jaywalking. Doris Maez agreed that this is a big problem combined with drivers pulling out by the donut shop and other businesses.

8. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES -

- A. Caltrain Grade Separation Project - Scott Munns gave the Committee members an update and reviewed changes and recommendations made by the CAC on the project and reviewed the most recent map drawing of the proposed station layout that was provided by the Joint Powers Board via their engineering design firm, HNTB.
- B. Pedestrian and Bicycle Committee – Doris Maez presented a letter of request from the Bicycle Committee to the TSPC in reference to the following issues:
 - 1. The crossing at El Camino Real and Sneath Lane is unsafe for pedestrians due to the length of the crosswalk and the signal crossing time allowed. This is not reasonable for slower moving individuals. Merrill Buck stated the City could write a letter to Caltrans regarding the timing of the signal.
 - 2. The right turn STOP line as you come off 380 next to the Tanforan mall needs to be moved back to make it safer for pedestrian crossing, as you cannot see them. There should be staggered STOP signs to promote better visibility. Merrill Buck stated this will be addressed with the remodeling project.
 - 3. The crossing at San Bruno Avenue and Skyline Blvd. is also unsafe for cars that are making a right turn at the “T” intersection. They don’t see the pedestrians there, so the STOP sign needs to be staggered.
- C. Merrill Buck also stated that the pathway from the Senior Center to the City park facilities needs better signage to avoid pedestrians traveling on the shoulder of Crystal Springs Road to get from one location to the other.
- D. Merrill Buck distributed a summary of the outstanding traffic items to the TSPC members. Stephen Pieraldi thanked Merrill Buck and Scott Munns for gathering the information. Stephen requested a list of rejected traffic issues as well so the Committee members have an idea as to what is reasonable or not in the City. Merrill responded that a number of the traffic requests are administrative and are handled independently, so we could give the members an update on those actions.

Sol Weiner commended the City staff on the good job they do and the support they give.

9. ADJOURNMENT -

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until it's next regular scheduled meeting on September 7, 2005 at 6:00 p.m.

(M/Weiner, S/Pieraldi): 4-0-0 - Approved. Meeting Adjourned, 8:55 pm.